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HONOLULU, HAWAII TERRITORY, THURSDAY, OCTOBER 16, 1902.

PRICE FIVE CENTS.

STEAMER AMERICA MARU
IN A TERRIFIC TYPHOONSteam Steering Gear Carried Away
and a Steward Dashed
to His Death.

The Ship Steered by Its Twin Screws Until Repairs Were Made—A Breathing Spell in the Great Storm's Vortex.

Battling for safety in the clutches of the tumultuous, criss-cross seas of a typhoon, steaming straight across its vortex in a dead calm, entering another whirl and eventually emerging from one of the wildest of storms experienced in the Pacific Ocean, was the ordeal through which the Japanese liner America Maru passed on one day out of Yokohama en route on her present voyage to Honolulu. The passengers, officers and crew witnessed a terrific convulsion of the elements seldom given to men to experience and live to tell the tale, and all praise the staunch, trustworthy Japanese liner which carried them safely through. Away down in the hold is the embalmed body of a Japanese bathroom steward who was killed during the typhoon, the heavy seas which swept the deck hurling him against a deck house and smashing his skull. The body will be taken back to Japan for burial.

The America Maru left Yokohama on Monday, October 6, at 11 a. m. An hour was spent outside the breakers while a search was made for stowaways. Three unfortunates trying to steal a passage were discovered and sent ashore. At noon the vessel steamed past the United States cruiser New York, on which was Admiral Rogers. When the outside sea was reached a strong breeze was met, and the sun went down in a blood-red sky, the signs of an approaching typhoon. Next day all on board went through an experience such as most of them never wish to repeat. With the crew, there were nearly 1000 souls aboard. On Tuesday morning the awnings were taken in, the boats given extra lashings and everything movable about the decks made fast.

About 2 p. m. the typhoon broke suddenly upon the ship. These cyclonic storms originate somewhere in the vicinity of Manila, and passing up the China Sea, often round Japan. They are terrific in their violence. They whirl along at tremendous speed, raising an immense sea. About 4 p. m. the vessel was well within the typhoon's grip and the wind was howling through the rigging and great seas ran in all directions. The barometer registered about 30 degrees when Yokohama was left behind. About 4 p. m. Tuesday it had fallen to 29.20, at 6 o'clock it was down to 28.60. About 8 p. m. the America Maru reached the vortex, an experience seldom falling to travellers to witness, more seldom to get safely out of. A dead calm prevailed there, although the seas ran mountains high, tossed about in confused masses.

This lasted for an hour and a half, the glass falling to 28.10, the lowest record Captain Going, the liner's commander, had ever known in his long experience.

The steamer drifted across the center and then struck into the whirling edge opposite, the wind again howling with hurricane force. Just then a great sea came across the waist of the steamer and struck down the bath house steward, who was foolishly trying to go aft, hurled him with great force against the iron deck house, smashed his head and killed him instantly. As the water came into the steerage it caused great fear among the Japanese people and several thought the ship was sinking, and their cries and yells added to the tumult of wind and bucking seas.

Just then the side of the hospital aft was stove in and five unfortunates therein were hurled to the floor, happily none the worse except for a drenching.

About midnight the steam steering gear was carried away, and but for the careful handling of the steamer by the commander standing on the bridge in drenching rain and flying spume, under a sky of inky blackness, serious trouble might have resulted. Steering by the twin screws, Chief Officer Bennington undertook to get the steering gear to work, in which he was finally successful. The courageous actions of the officers averted the fatal troughing of the ship.

Shortly after midnight the glass had risen to 28.60 and the worst was over. The passengers refer to Captain Going, Mr. Bennington, Chief Engineer Thomson, Purser Bemis and the remaining officers in terms of the highest praise.

Passengers on America Maru.

Among the passengers on the America Maru enroute to the coast are Frank Deardorf, a curio dealer of San Francisco; Lamón Reyes Lala, a Filipino lecturer now returning to the United States to continue his platform work; G. C. Sellner, formerly owner of the Manila Times; Lieut. W. S. Sims, U. S. N., recently detached from the battleship New York; Lieut. S. de Levichine, a Russian naval officer.

TYPHOON
IN JAPANThe Loss of 10,000
Houses and 600
Lives.

YOKOHAMA, October 4.—A Hakodate dispatch delayed in transmission states that during the typhoon of the 28th and 29th ult. several buildings of the Hokkaido Railway Company were destroyed, the damage amounting to seven or eight thousand yen. Over ten sailing vessels and other craft were wrecked.

As to the damage caused by the late storm it has so far been ascertained that about 10,000 houses were destroyed and over ninety persons killed in Mito and fourteen adjoining districts in Ibaraki Prefecture.

In the Ashio copper mine, 487 houses were washed away and about 300 lives lost, while a large number of people were buried alive under debris, according to a telegram from Utsunomiya.

From telegrams and personal narrations it seems that the typhoon which visited this section of Japan on Saturday night and Sunday centralized its fury in the region of Odawara. Tidal waves visited the shores at Odawara, Kodzu, Kamakura, Oiso, and loss of life and immense damage to property ensued. The telegraph reports that at Odawara alone 50 houses were washed away and eight persons killed on Sunday morning. The Yumoto-Kodzu-Odawara line was completely paralyzed. Whole sections were lifted bodily—sleepers and rails—and transported hundreds of yards inland. At the power

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OLD "BELL TOWER" HAS
SUCCUMBED TO PROGRESS

(Photo by Williams.)

THE OLD BELL TOWER.

WITH the demolition yesterday of an old frame, weather-worn structure on Union street there passed into the memory of Honolulu all that remained of the famous old "Bell Tower" building, the former headquarters of the volunteer fire department. The former pride of the members of the band of volunteer fire fighters has succumbed by degrees to the march of progress and has now entirely disappeared.

The building was originally constructed in three sections. Above the center one a tall tower reared itself skyward. In the topmost part was a huge bell, and there a watchman gazed out over the sleeping city nightly ready at the first flash to sound the alarm. In one of the wings the Mechanics' Engine Company No. 2 had its quarters with an engine, and in the other the hook and ladder apparatus was kept. The last portion to go yesterday was that of the hook and ladder section. Through the wide doors of the old "Bell Tower" headquarters the volunteers, whose survivors are now men getting well along in years, hurried the apparatus out when an alarm was turned in and ran to the fire, hauling at the ropes, for no horses were then in commission.

The headquarters was a great gathering place for the members and many good times are recorded as having taken place in the building. James Renton of Kohala built the structure in 1868. The tall bell tower was finally cut down to a squat affair owing to its having become dangerous. Up to the time the building was condemned in the 90's it was the headquarters. With the completion of the new and handsome central station on Beretania and Fort street, the Bell Tower was abandoned, and fell into disuse. How the mighty have fallen is literally expressed in its final destruction, for a Japanese bought it for \$30.

The Polynesian of January 5, 1850, speaks of the first fire engine purchased for Honolulu as follows: "We are requested by His Excellency the Minister of the Interior to state that having purchased a fire engine for the benefit of the town of Honolulu, he will be ready to place the same in charge of

a regularly organized company as soon as such can be formed. And he takes this method of inviting all who feel willing to engage in such an undertaking to volunteer in the organization of such a company without delay, in order that the engine may be in readiness should there be a necessity for its use.

"On the night of Dec. 13, 1849, the brig 'Patapsco,' Captain West, 150 days from Boston, was driven on the reef outside Honolulu harbor. She had called here for supplies but became a wreck. A fire engine was in her cargo and it was purchased by the Hawaiian government. On Nov. 6, 1850, the volunteer company went to its first fire at Alenui, north side of Nuuanu street, when eleven houses were destroyed. The Honolulu Engine Company was organized with W. Brandon as foreman, and Ed. Burgess as assistant. In May of the same year the ship 'Charles,' Capt. Andrews, 159 days from Boston, arrived with water pipes and other material for conveying water from the new reservoir in Nuuanu valley to town, and the water works and fire department were practically organized at the same time. A law for the organization of the fire department was adopted on Dec. 27, 1850, by the Privy Council.

Under this law A. J. Cartwright was appointed chief engineer by Gov. Keolu on Feb. 3, 1851. This day in later years was adopted as the natal day of the department for all its celebrations. "Mechanic Engine Company No. 2 was organized in December, 1850, and admitted to the department in February, 1851. There was a continual rivalry between the 'Honolulu' and 'Mechanics' as to the right to be considered the leading organization. The first engine of the Mechanics was obtained from a vessel from Boston in 1850, which was superseded by the new engine arriving here in November, 1860."

The present paid fire department superseded the volunteer service in 1893. Juanito, alias Antonio de la Cruz, was arrested on Tuesday night by Officer Chun Poon for committing burglary in a Chinese house. An additional charge of larceny in the second degree has also been entered.

A TOTAL
ECLIPSEHonolulu to Witness
Lunar Phenomenon
Tonight.

There will be a total eclipse of the moon tonight, visible in Honolulu and all parts of the Hawaiian islands and over the entire Western hemisphere.

Professor Curtis J. Lyons said last evening that the moon would rise in a partial eclipse. The orb will be totally darkened at 6:49 o'clock, the middle of the eclipse being at 7:33 o'clock. The eclipse ends at 8:18, but it will be after 9 o'clock before the last vestige of the darkness disappears from the moon.

Jared Smith's Report.

The first annual report of Jared Smith, chief of the United States experiment station here, has been issued from Washington and received in Honolulu. It covers the work of the station, the agriculture of the islands, and the outlook. The text is embellished by handsome pictures.

New Divorce Case.

Mrs. Harriet Moon Smith has filed suit for divorce against Millard M. Smith, alleging cruel treatment. She says that Smith became angered because his pipe wouldn't light, and threw it at her. The pipe broke and a piece struck their two-year-old son in the eye.

Mr. and Mrs. Sam Paauela were taken to the station house last evening for disturbing the quiet of the night of residents in the vicinity of School and Fort streets.

PARTY OF
KUHIO AT
KAKAOKOGreat Meeting Is
Held on Sand
Lots.HOME RULERS TRY
TO CAUSE TROUBLEOrators Tell of Campaign Issues
and Discuss the Prospects
of the Candidates.

Under the shadow of the Iron Works, amid surroundings which two years ago were all Home Rulers, 250 voters gathered last evening for the purpose of listening to Republican speakers preach the doctrine of prosperity and progress. It was a meeting full of incident and accompanied with interruptions which showed the presence of objectors to any proposition which was not in line with Wilcoxism.

When Robert N. Boyd called the meeting to order there were on the sand lot mauka of the iron works a couple of hundred men, their number being small owing to the fact that there was a steamer coming in at the time. Mr. Boyd spoke at some length of the various candidates for office in the Fourth district, called attention to their special fitness for the places and then asked L. L. McCandless to speak first. Mr. McCandless began by referring to the good times which had ruled two years ago, and to the great change which had come over the country since. He said one man in the audience had told him that he had been idle for five months and there was no work in sight for him.

Calling attention to the Iron Works, he asked if the people did not want to see them filled with work, so that there might be plenty of employment for everybody, and said if a wrong road had been taken two years ago the route should be changed now so that we could go ahead and progress. Turning to the work of the Delegate, he asked what he had done for Hawaii, and a voice in the audience responded that the Tramways and leper bills had been introduced. McCandless said he was not a candidate on account of personal interests for he had no axes to grind, but because he wanted something to be done for the good of the country.

W. C. Achi began with thanks for election two years ago, and then took up Cayless. He said that the Home Rule candidate had said that the Republicans were leading the people astray; that they would not pass city and county legislation. Achi said that when Cayless made such statements he lied. It was a fact that a bill was introduced providing for city government by Senator Crabbe, that \$1400 were spent in having it translated and published and then on motion of White it was laid on the table. It was the Home Rulers he said who had killed city and county government. He said the law gave the governor ten days to consider bills but the legislature was in a hurry to pass their county bill and rushed it through without leaving the governor more than three days to act. It was not possible for any set of men to consider such a bill fully in four days. The Home Rulers, however, passed it without reading section by section. In fact, they would not wait until it had been corrected, even as to spelling. Today not one of them could tell what was in the bill.

Wilcox two years ago, he said, had told the people of his love for them, but when the legislature had been elected such men as Pua and Robert Boyd, who had worked long for the party, were turned down for the Secretaryship, which was given to a mail-hini, with the smell of the tar from the ship on him, Cayless. This gave the newcomer \$25 a day. Achi asked the people to look into the hearts of the two men and see whether Cayless or

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